"They were within easy range,"
"Were they within range of the 4-inch

"FIGHTING BOB" EVANS REVIEWS SCHLEY'S CAMPAIGN AT SANTIAGO.

Former Captain of the Iowa Bluntly Tells of His Commander's Failure to Aggressively Attack the Spanish at Cienfuegos.

HARMLESS ATTACK ON COLON.

Witness Declares That the Big Guns of American Fleet Were Damaged by Firing at the Spanish Vessel From an Impossible Distance.

BROOKLYN ENDANGERED TEXAS.

In the Fight at Santiago Commodore Schley, According to Mr. Evans, Issued No Instructions as to His General Plan of Battle.

Washington, Sept. 30.-Rear Admiral Ev ans, who, as Captain, commanded the battleship Iowa, during the Santiago campaign, was a witness before the Schley Naval Court of Inquiry to-day.

His testimony covered the entire period from the time the lows left the port of Key West on the 19th of May, 1898, until the 5th of July, when, Admiral Evans testified, he had a conversation with Admiral Schley concerning the battle of the 2d, He described in detail the principal battle

of Santiago and also gave particulars concerning the bombardment of the Colon on the 21st of May. Other witnesses of the day were Captain

Theodore F. Jewell, who was commander of the cruiser Minneapolls during the Spanish War, and Commander James M. Miller, who was in command of the collier Merrimac until that vessel was turned over to Lieutenant Hobson to be sunk in the mouth of the harbor at Santiago, Admiral Evans had not concluded his tes-

timony when the court adjourned for the

MERRIMAC'S COMMANDER TELLS OF COAL SUPPLY.

The first new witness of the day was Commander James M. Miller, who was in command of the collier Merrimae while that

Lambert's Point soon afterwards about 5,000 ally rolling.



ADMIRAL R. D. EVANS. Former Captain of the battleship Iowa, who was the principal witness before the Schley court yes-

tons of coal. His vessel had, he said, been capable of making between nine and ten knots, but afterwards he had trouble with his pressure machinery, so that by May 23 and 24 he would have hesitated in trying to scoure a speed of more than seven knots. No record was found of the cealing of any vessel on the Jith or the Jith, the time con-sumed in proceeding from Clenfuegos to

"The rea." he suid. "on the 15th was I had had a smaller vessel I should have felt it very much." He also said that the weather for that day was bad.

The witness said that late in the afternoon

of May 25th the intermediate valve of the collier was broken, but that previous to the arrival off Santlago she had not been

Troken down, disabled or delayed."

As to the condition on the 24th, the witness said: "I should say I could have coaled, as I find here (consulting the log) we were making ten knots. At one timous. I read from the log; at 1 o'clock seven knots, then six and so on. We got up to ten. There is one entry here that we got up to eleven knots. On that date I find 'steaming with the squadron east to quarter north,' and I find by the entry between 8 o'clock in the morning and meridian of that date that we made from ten to twelve

Mr. Hanna: "What was the condition of

"The sea had then smoothed, I should judge, from the way we were going. V raised our speed from seven to ten knots "Do you find any entries as to the wind. wind was east-contheast and veered

"As to its course?" "Its course I have not here. On the col-liers we kept no regular log."

COULD HAVE COALED BEFORE THE BREAKDOWN.

"Could you have coaled vessel on the

"I could up to the time I was broken down. While I had control of the ship I could have coaled."

"What time did you break down?" "We stopped at 5:30 that afternoon." Asked if the versels could have been a suppositious question, and that he would knew anything of the movements or where-not like to say. As a matter of fact, she abouts of the Spanish fleet. Nor did he did not coal any vessel while in tow. On , know whether Captain Sigsbee wrote 3 letcoal any vessel while in tow. On from May 23 to 31, except on the days when en route from Clenfuegos to was a fact.
Santiago and when disabled, the Merrimac The Court

had had vessels alongside for the purpose of coaling, and they had been coaled from On cross-examination, Mr. Rayner quesing from the Merrimac on the 24th. He could have made something like 1,200 or said the Massachusetts had been coaled at 1,300 miles. That would have left the bun-7.20 in the morning of that day. He was kers empty. I was burning about ninety-

* TESTIMONY OF "FIGHTING BOB" EVANS WAS

ADVERSE TO REAR ADMIRAL SCHLEY'S INTEREST. *

yet appeared before the Schley Court of Inquiry was Rear Admiral R. D. • Evans, formerly Captain of the battleship Iowa, which was in action under . ◆ Schley prior to and in the battle of Santiago. Admiral Evans gave convincing ◆ evidence to-day in regard to three important questions about which there has been great popular interest as well as expert naval discussion. These are: 1. Did Schley, in command of the Flying Squadron, make reasonably ag-

gressive efforts to destroy the Spanish cruiser Colon, when discovered aground in the entrance to Santiago Harbor, in the latter part of May? 2. Did Schley, or the principal vessels of his flect, have the code of signals 4 by which the Cuban allies at Cienfuegos were to warn the Americans of the . whereabouts of the Spanish fleet?

3, Could vessels coal at sea at the time Schley disregarded orders to proceed immediately to Santiago, on the ground that his ships needed coal and could not take it from colliers?

On all these points the testimony of Admiral Evans was adverse to Schley. With regard to the failure to injure the Colon, Admiral Evans states that when she was first discovered, on the morning of May 29, no effort whatever was made to injure her. For two days she was unmolested. The Colon bay then outside the entrance to the harbor, and nearly a mile from the Fort Morro battery. No attempt was made to destroy her until two days later, when, by command of Schley, May 21, beginning at 2 p. m., for about ten minutes the American fleet fired a few ineffective shots at the Colon, at so great a distance as to be waste of ammunition, and considerable injury to the large guns, so great was their elevation.

Admiral Evans said the shots from all of Schley's batteships fell short, and that the guns of the lows, when elevated to give a range of over 11,000 yards, or more than five miles, could not reach the mark. Evans did not go in and try n closer range, he said, because his ship had been placed in certain formation by Schley's orders and must keep its position. The Iowa took 250 tons of coal without difficulty. Evans said, from the .

collier Merrimac, and had \$25 tons aboard when ordered by Schley to go to Evans said his own ship, the Iowa, had the signal code, and it never entered . his head that Schley did not have it, and that he supposed every ship in the

"How do you explain that?"
"I am giving my recollection at the time.
As I said, my coal supply was reduced and
I was concerned. There were a great many

signals being made and I realled at the sig-nal without consulting the coal account particularly, and I considered that three

days' steaming was about the limit I could safely go."
"There is an error here of about 500 to

699 miles. Eight hundred and 1,399 or 1,499

I did not usually provide for burning every

ounce of coal in the bunkers, and, further

more, we have got to allow for contingencies. I was hauling the fires from the bott

ers very often on account of the leaks, starting fresh fires in other boilers. My coal expenditure was variable. I could not depend upon it."

Then, at this time you just had enough,

ording to these signals, to go to Key

I arrived in Key West with less than 10

Captain Jewell was then excused and Cap-tain McCalla was recalled, for the purpose of correcting his testimony. While he was

on the stand the Court asked him two ques

CAPT. THEODORE F. JEWELL,

ions, which, together with the reviles were

the vicinity of Cape Cruz where large ves-sels could have found protection from west-

Answer: "There was no place where the large ships could take tratection from west-

erly and southwesterly winds. The prevail-

ing winds were from the east, and a south-

westerly wind is of short duration in that

violalty and means change of direction to

the north very quickly."

By the Court: "Had the fleet of Cervera

been in the harbor of Clenfueges, could it have been seen by the vessels blockading that port?"

masts might have been seen if they had been in the stretch of the river where it

turns to the east, but I should not expect

have found them there. If they were be-hind the hill, they could not have been

een, in my opinion."
Captain McCalla was then excused finally

and the court adjourned for lunch-on, with a statement by Captain Lemily that Rear

Admiral Evans would be the first witness

When the court convened for the after-aoon session Rear Admiral Robley Evans,

who as Captain commanded the battleship Iowa in the battle off Sartiago, was called

to the witness stand. He stated that he had first joined the Flying Squadron off Cienfue-

were scaled, he did not know their contents.

Judge Advocate: "Please state what, if southing, was done while this squadron was

T Clenfuegos toward developing the fact

whether the Spanish squadron under Ad-miral Cervera was or was not in the harbor

There was nothing done so far as I

"What, if anything, within your knowl-

edge, was done toward destroying or pre-venting the further completion of the en-

emy's butteries in the vicinity of Clenfue-

"On Sunday afternoon-I am quite sure it

turn and stood out again. That is the only

"Was any attack made upon the enemy

"Were you then within range of the bat-

teries in the vicinity of Cienfuegos with

thing I know.'

timself. As the dispatches

CAMPAIGN WAS NOT AGGRESSIVE.

of the afternoon sitting.

ADMIRAL EVANS SAYS THE

I should say not. The upper part of the

tons of coals on board.

then examined concerning signals as to five tons a day, and on that making four-coaling the Texas. Captain Miller said, laughingly: "Go ahead. You've got me there." He then Drawing from Captain Je Drawing from Captain Jewell the fact that the distance from Santiago to Key West is 150 mics. Mr. Rayner asked: "In view of what you said Jest now, will you explain the skenals I read: 8.20 p.

squadron had the same information.

proceeded:
"I signaled over: I object to having two battleships alongside me, and Captain Phillip of the Texas signaled. I think, to Captain Higginson, but I do not know whether it was to the Admiral or him; 'K and M will crush G."

Mr. Rayner: "You were not 'G'; you "Minneapolis to flagship: 'Just enough.'

"Minneapolis to flagship: 'Just enough.'

were 'X.' 'G' was the Massachusetts."
"I was 'G.' I think. What I objected to "I was 'G.' I think. What I objected to was having two battleships beside me. They have a peculiar motion, and when two battleships are rolling they would have a tendency to crush a collier between them. It was not so much on account of the weather as it was the presence of one battleship on each side."

Weather as it was the side."

"How was the sea at that time?"

"I did not feel the sea very much, because my ship was peculiarly a steady ship."

"How was it as far as the other ships are are very different."
"I estimated the distance I could steam

"How was it as far as the outer concerned?"
"Battleships nearly always have motion; that is my experience. As far as I am personally concerned, I could have coaled."
"Well, how about the other vessels?"
"That is not for me to judge."
"Then, when you spoke of your capacity about your own ship."

to ceal you spoke about your own ship."

"Yes; that I was ready for delivery. I
am giving no opinion regarding other
ships."

was a part of Admiral Schley's Fly-ing Squadron.

Commander Miller said that he had as-somed command of the Merrimac on April Il at Norfolk. He had taken on board at

"Especially in a rough sea," suggested Mr. Raynet.

"In any sea," responded the witness.
"Is not that especially true when the warship has protruding sponsons, as had the Texas." "They were always nasty," the witness re

Mr. Rayner questioned Captain Miller closely concerning the state of the weather and the sea on May 25, quoting from Ad-miral Cervera's statement on that subject, but the witness would only say that his log was silent as to the condition of the sea at that time. In this connection Captain Mil-ler referred to his removal from the com-mand of the Merrimac, in order to turn the ressel over to Lieutenant Hobson. He said

"When I was taken out summarily from the Mertimac nearly everything I had was lost, and the only thing I can remember now with the few notes I have here

THERE WAS NO HARBOR

The Court asked: "Was there any point near Clenfueges where vessels could be found protection from the sea on May 24? The witness replied: "I do not think that miess we had gone up probably to the Isle of Pines, there was any place, ro far as I can remember now; there we could have found smoother water than we found off Henfuegos unless going very far to the

artward." Court also asked: "Could you hav onled any of the versels on May 25 had

ou been ordered to do so?"
To this the reply was: "I should judge so, the best of my knowledge and belief. I ay I could coal; yes, I could coal at any omfortably. For the other ships it was what we call a nasty sea, and squally, rainy weather, and if I had my choice I would

As he left the stand Captain Miller asked that he might be excused if he had shown any temper. "I feel a little bit touchy any temper. "I feel a little about the Merrimac," he said. Dewey assured him that he had displayed no temper. Captain Miller was succeeded on the wit-

tess stand by Captain Theodore F. Jewell, who commanded the cruiser Minneapolls during the Spanish war.

Captain Jewell said that he had first fallen n with the Flying Squadron, under com-

nand of Commodore Schley, on the evening

GAVE SCHLEY NO FACTS ABOUT THE SPANISH FLEET.

Captain Lettly quoted from Admiral Schley's letter to the Senate Committee on Naval Affairs, dated February 18, 1899, saying: "After having been informed by the scouts commanded by such officers us Sigsbee, Jewell and Wise, that, although they had been off Santiago for a week, they had seen nothing of Cervera's fleet since it left Curacat," and asked whether he had given to Admiral Schley this information or any other information concerning the

The witness replied: "I gave him no in-

The Judge Advocate asked: "At the time you were within signaling distance of the flasship of the Flying Squadron off Sant'-ago were you at any time asked any ques-tion by Commodore Schley as to the presence of the Spanish squadron in Santiago?"
"Not to my recollection."
"Do you recollect whether you went on

board the flagship Brooklyn at this time? "I dld not go on board that day." Captain Jewell said that when he had first seen Admiral Schley's statement as to the information he might have given soncerning Cervera's fleet, he had written a

etter to the department denying that he

had done so. Objection was made to this line of testimony, and it was not persisted The witness said, in reply to a question from Mr. Rayner, that he had no knowledge that Captain Sigsbee, speaking for himself and for Captains Jewell and Wise, stated Asked if the vessels could have been to Commodore Schley on the 28th, at Santi-couled while the Merrimac was in tow of the Yale, the witness replied that that was nor himself (Sigsbee) had seen anything or ter to Commodore Schley stating that that

The Court here asked a question which opened up the coaling question. The question was as follows: "How far could the Minneapolis have gone with her 400 tons of

"If I had have burned 400 tons of coal I

· REPUBLIC SPECIAL. Washington, Sept. 20.—The most interesting and instructive witness who has

coal from a collier alongside, the Merri-mac, I think." Admiral Evans said that he had coaled

the lowa from the Merrimac on May 2: while off Clenfucgos, and that he had no difficulty in doing so. while off Clenfucgos, and that he had no difficulty in doing so.

Speaking of the report of the condition of the weather made by the lows on May 24 and 25, the witness said on the evening of the 24th it was squally; that of the norming the conditions of the squally; that of the norming the conditions of the squally; that of the norming the conditions of the squally; that of the norming the conditions of the squally; that of the norming the conditions of the squally; that of the norming the square square is dispatches delivered to the square s



... - SHARP. Commander of the Vixen, who will be called before the Scaley court this week -Copyrighted by Clinedinst, Washington, D. (

******* of the 25th the sky was overcast and that of the 25th the sky was overcast and that the weather was again squality; in the afternoon it was worse, there being considerable rain, with a long sea. He said that after leaving Clenfueges the vessel had steamed to a point about thirty miles south of Santiago, arriving there on the evening of the 25th, and that at that time the squadron was heading to the east. The weather at that time, he said, was not such as to prevent the coaling of ships at that date. The lowa at that time had about \$25 tons of coal aboard, or sufficient for steaming 2,990 miles. On blockade the ship used 30 to 40 tons of coal a day. ions of coal a day.

ons of coal a day.
"Why was the retrograde movement
made?" asked Judge Advocate Lemly.
"I do not know," was the reply.
The witness said he could have coaled at

ea on the 27th, as the sea was smooth.
"Was any effort made by the Flying Squadron on May 25th, 25th or 26th to cominicate with the insurgents on shore near HARMLESS BOMBARDMENT

OF THE SHIP COLOX.

"None to my knowledge."
Testifying that he had first seen the Colon on May 29, Admiral Evans said that vessel was not inside the harbor at all, but was nt 1500 yards inside the Morro. then detailed the particulars of the bombardment of the Colon on May 31, say-ing that on the forenoon of that day Commodore Schley had signaled to transfer the flag to the Massachusetts, that he was go-ing in to engage the Colon. Describing that

gagement, the with as said: "About five minutes to one I saw the first shot from the Massachusetts fall short a long distance, and, supposing she was firlong distance, and, I gave the range to my guns 8,600 yards. I saw these shots fall short and increased the range to 3.00 yards, After the Massachusetts had passed the en-trance to the harbor, she turned with port helm and steamed back, the New Orleans and Iowa following. On the run back across the harbor I again fired at 16,900 yards. The shots still fell short, and as the Massachusetts and New Orleans slowed down and stopped after they got across, I slowed my engines, then increased the range to 11.000 yards and fired two shots from the forward 12-inch turret. The first one was fired by Lieutenant Van Deuser at 11,000

had the other gun in that turret. I gave him the range at 11.50) yards and he fired, and that shot struck very near the stern of the Colon. Both 12-inch guns were dis-abled by the fire from that extreme eleva-tion. After that we stood a mile and a half. possibly two miles, to our blockadine station wain. That was all I saw done to injure the Colon."

The witness was then asked about the

blockade off Santiago under Commodore Schley. He said the squadron stood seven or eight miles out during the daytime and a farther out at night, with the Vixen and the Marblehead on the inside at night.

The Judge Advocate asked the witness concerning a statement by a Lieutenant of the Spanish Navy printed by the Navy Department, to the effect that at dark the American ships withdrew to the southward, disappearing. The introduction of this book was objected to and Admiral Department. was objected to, and Admiral Dewey said: The witness has already told what dis-tance was maintained by the fleet. We don't are for that kind of information. Admiral Evans was there, and can answer for him-reif. We want facts, not newspaper arti-

miral Evans said: "When Cervera's fleet ame out of Santiago Harbor the lows w the center, with the Brooklyn to the left and the Texas between."

Captain Lemly: "Do you remember what resels were between them?

"Did you have an opportunity of observng the movements of the Brooklyn on this

"I mean the beginning of the battle, BROOKLYN PLACED TEXAS IN A DANGEROUS POSITION.

"I saw the Brooklyn when the fight be gan. When I reached the bridge of the Iowa the Brooklyn was still off to the westwarded, headed, I should say, northwest. That was just as the fight began, I saw her again, possibly five minutes afterwards, when she was steaming westward very fast, firing her port buttery, headed northwest toward the head of the Spanish column, I did not see the Brooklyn again timn, I do not see the Brooklyn again until my attention was directed to her by the navigator, calling to me: 'Look out, Captain, for the Texas.' I went on the port first joined the riving Squaoron on Clembergos on May Z at 1 p. m., when he took the dispatches from Admiral Sampson to Commodore Schley. These dispatches he had sent to Commodore Schley by his executive officer. Commander Rogers, he not seeing the commodore Schley by the dispatches. bridge, where the navigator was standing, and I said: Where the devil is the Texas? The navigator said: Here she is, sir, in the smoke.' I said to myself 'Captain Phillip will look after the Texas, and went below. In a few minutes the navigator called out again: 'Look out, Captain; you will run into the Texas.' I walked over to the port side of the bridge and saw the Brooklyn's smokestack and military masts. She was lying directly across the bows of the Texas. The Texas was apparently The Brooklyn seemed to be 100 yards directly in front of the Texas. I eased the helm of the Iowa a little, ported her helm a little, and just at that moment the Oregon came through my lee and passed between Texas, and the three boats were bunched together.

was-Commodore Schley formed his squad-ron in columns and stood in to a range of "At the time the Brooklyn was shut out in the smoke, and I saw no more of her unabout a mile and a half from shore, made a til the Colon had passed well to the ard of me, when some one on the bridge id: 'The Brooklyn is knocked out.' I "Was any attack made upon to by the enemy at that time?"
"No. They all got up and stood on the breastworks and looked at us. We steamed breastworks and looked at us. There was no firing on either went on the bridge to see what had hap-pened, and she was then about a mile and a half forward of the port beam of the lowa-with the Colon seven or eight miles ahead and on her starboard bow. From that time on the firing was light, and I could see the on the firing was light, and I could see the Brooklyn occasionally. The Brooklyn was on our starboard bow, on the port quarter of the Colon. Well astern of her was the Oregon, with the Vixen off shore of the Brooklyn. The Iowa at the time was directly in the wake of the Colon, with the Vixen a little on her starboard bow."

"How was the Iowa headed by the compass?" teries in the Cleanty of Cleafuegos with the heavier guns of your ship?"
"I did not see any batteries. There was a work they were completing there."
"Were you within range of this?"
"Quite easy range, yes,"
"The battery of the lowa consisted of

"Four 12-inch, eight 8-inch and twelve 4- | "To the westward, heading for the eninch guns."
"Were there embryo batteries within range of your S-inch guns when you steamed in?"

Emy's ships."

KNEW ALL ABOUT

THE SECRET SIGNALS.

On his cross-examination by Mr. Payner, Admiral Evans said that he had left Key West with the Iowa for Cienfueges on May "I should think so; yes."
"Did the Iowa coal while in Cienfuegos, and, if so, how much did she take?"
"We took in 250 tons of coal on the 25d. We began about 7 In the morning and stopped at 6 in the afternoon. We took witness: "to deliver dispatches to me before making that a secret code had been arranged for communicating with the insurgents on shore at Cienfuegos, as Coppain Chadwick had given him this information.

"He came or heard the lows," said the witness: "to deliver dispatches to me before making a collier alongside, the Merri-20, and that he knew before leaving that port that a secret code had been arranged for communicating with the insurgents on shore

we got under way. To my best knowledge and belief, he gave me a written memoran-dum containing the secret code, but, not-withstanding I have made diligent search

'ommodore Schley ?" "They were delivered between half past 12 and 1 o'clock on the afternoon of the

"Did you read the memorandum about signals given to you by Captain Chadwick?" "Certainly I did, but not the dispatches to ommodore Schley."

Commodore Scaley.

Mr. Rayner here exhibited to the witness two memoranda from the official reports, but Admirai Evans said that neither of these was the document to which he had reference. That, he said, was the code of ignals with the insurgents.
"What became of that memorandum?"

"As I told you, I lost it. I searched everywhere and tried to find it. In fact, I am not sure it was a memorandum."

"When did you search for this memorandum." randum?" "I searched within the last month for it.

ever since the question has been raised in the newspapers about my not having given Commander Schley this information. "Then, did you inform Commodore Schley that this system of signals had been ar-

"I did not. It never entered my mind that e did not know it."

'The Marbiehead being the vessel that esoblished this code and Commodore Schley's

squadron having arrived at Key West be-fore the Martiehead got there, how did it get into your mind that Commodore Schley nust have known of the signal code?"
"You make the mistake of supposing that
knew this was done by the Marblehead. I had no knowledge that the Marblehead had arranged these signals. They were simply given to me by the chief of staff as a system of signals."
"Upon what ground did you suppose that

Commodore Schley knew it?" "He was the commanding officer of the

"From what sources did you suppose he got this information?"
"I did not suppose anything about it. It never entered my head. If it had, I should have said, of course, that the commanding officer of a naval force would not expect one of his junior Captains to give him informa-tion which I thought every Captain in the fleet had. I never thought of Commodore Schley in connection with it. If I had sup-posed for a moment that Commander Schley did not have it. I would have given it to

did not have it, I would have given it to him the first time on my arrival there. I did not intend to say that Commodore Schley had this signal." At this point Mr. Rayner produced Ad-miral Evans's book, "A Sailor's L.g.," and began to quote a passage from it on the subject of the code, when the Judge Advocate interrupted him with an objection, which was sustained by the Court, Admiral Schley remarking: "I would rather you would get the statement from the witner

from the book, put the question:
"Have you ever stated" (quoting from Admiral Evans's book), "I, of course, took it for granted that the Comm dore understo those signals as well as I did. Otherwise I



LIEUTENANT J G DOYLE. Officer on the Brooklyn in the Santiago fight, who will be called before the Schley court,

should have informed him of their signifi-"That is absolutely a fact," replied the

Therefore you did take it for granted hat the Commodore understood the sig-

mless he knew something about it, could I took it for granted he understood it.

"Well, you found out that he did not un derstand it, did you not?" Mr. Rayner questioned Admiral Evans at some length concerning the signals as dis-played on the coast near Clenfuegos, which he Admiral said the officer of the deck had the Admiral told him had been seen on May 22 and 23, but the witness said that he had had no conversation with Admiral Schley about

hese lights, and had made no report to him of their appearance or significance, Mr. Rayner then changed the base of his examination from Clenfuegos to Santiago, and began by asking Admiral Evans if he had seen the official chart showing the positions of the Brooklyn and other battle shirs on the day of the battle off Santlago July 2, 1888. The Admiral replied that h had sen the chart, but that it was wrong. Mr. Rayner: "When did you first know about the turn of the Brooklyn, as you say, a short distance from the Texas?"

Texas."
"Do you recollect the conversation you had with Commodore Schley the 5th had with Commodore Schley t garding the loop of the Brooklyn?"
"No, sir: I do not. I do not remember mentioning the subject at all."

"You do not recollect that Commodore Schley first told you on July 5 that it was the Brooklyn, and not the Texas, that made the turn?

"I never imagined anything of the sort. "Give briefly the purport of your conver-sation on that date with Commodore Schley. "Briefly, as I recollect the conversation.

he was talking to a person name! Graham He was sitting at his de k writing. I walket into his cabin to make a report. He put his hand on my shoulder and said: "Robby, I am just writing my report of the battle of the 3d of July. I have said of you that you handled your ship with consummate 'kill.'
Then he introduced me to Mr. Graham.
Then Captain C. ok came in and asked me if
I would tell him whether the position of certain Spanish ships was correct, which came out first, etc.; that he had been a little confused in his mind. We talked a few minutes and I then went into Captain Cook's cabin.

"You did not recollect the conversation the Brooklyn and the remark that Comm dore Schley made at that time about Cap-tain Philip, when you said you thought it was Captain Philip of the Texas who made the turn?"
"I never said that Absolutely, I never



Mrs. L. A. Harris, a Prominen Member of a Chicago Woman's Political Club, tells how Ovarian Troubles may be Cured without a Surgical Operation. She says:

"Doctors have a perfect craze for operation: The minute there is any trouble, nothing but an operation wil do them; one hundred dollars and costs, and included in the cos's are pain, and agony, and often death.

"I suffered for eight years with ovarian troubles; spent hundreds of dollars for relief, until two doctors agreed that an operation was my only chance of life. My sister had been using Lydia E. Pinkham's Vegetable Compound for her troubles, and been cured, and she strongly urged me to let the doctors go and try the Compound. I did so as a last resort; used it faithfully with the Sanative Wash for five months, and was rejoiced to find that my troubles were over and my health restored. If women would only try Lydia E. Pinkham's Vegetable Compound first, fewer surgical operations would occur."-Mrs. L. A. Harris, 278 East 31st St., Chicago, Ill. \$5000 FORFEIT IF THE ABOVE LETTER IS NOT GENUINE.

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right under my eye all the time. She did not turn at all." Concerning the position of the Brooklyn and the Texas on the day of the battle, the witness said:
"The Brooklyn was dangerously near the

Texas. I should say within 100 yards of "What was your position, just at that time, when she crossed the course of the Texas, relative to the Brooklyn and the Texas."

said such a thing, because the Texas was

SAW THE BROOKLYN IN A HOT ENGAGEMENT.

"The Iowa was heading straight in for the Spanish fleet, to intercept the Viscaya at that time. She was heading more to the northward than the Texas. The Texas was headed off more to the west. When I saw the Brooklyn the third time she was across

the bow of the Texas, heading south."
"When did you see her next, if at all?"
"After the Oquendo went ashore my attention was called to the Brooklyn by some one on the bridge, who remarked: 'The Brooklyn is knocked out.' She was then botly engaged with her starboard battery. She was headed parallel with the course of

the Colon, I should say."

Mr. Rayner questioned the witness again with reference to statements made in his (Admiral Evans's) book, asking him whether

Mr. Rayner questioned the witness again with reference to statements made in his fadmiral Evans's) book asking him whether he had ever said he felt reasonably sure that the Spanish fleet was in the harbor at Santiago. The witness said that he had made that statement, but that it was a conclusion based on the fact that the Spaniards were not at Clenfuegos; that they had not gone westward, and that, from a military point of view. Santiago was the place where they were most apt to be."

"That was simply your opilion, then, and not a matter of information." suggested Mr. Rayner, to which the witness replied in the affirmative. Mr. Rayner then remarked that he had never before entirely understood upon the affirmative. Mr. Rayner then remarked that he had never before entirely understood upon what the Admiral had based his statements.

"I think you did," said the Admiral.
"I assure you I had never read it before," responded Mr. Rayner.

"You have read it three times to me, so that you cannot say you never read it before."

Admiral Evans then, in response to a question from Mr. Rayner, said that he had been called to the deck of the Iowa on the was altered the function of the court of the

ther questions to ask, but that he desired some time to prepare them. It was arranged that these questions could be deferred until to-morrow, and in the mean-time Captain Lemiy made some interrogafons on redirect examination.

HAD NO INSTRUCTIONS AS TO PLAN OF BATTLE.

He asked: "Under what instructions, verbal, written or by signal from the flagship Brooklyn, lid you maneuver the Iowa during the na-

val battle of Santiago, July 3, 1898? "I never saw any signal from her. I did of maneuver in obedience to any signal oklyn. I did not see any signals aboard her."
"Or written or verbal instructions?"

you have from Commodore Schiey relative to the order of blockade or order of battle while a part of the Flying Squadron?"
The order of blockade was to column double distance and cruise in that

"Was there any prescribed order of battle

by which you would have been guided if the enemy's ships had come out of Santiago Harbor prior to June 1, 1898? Returning to the departure of the Flying Squadron from Cinefuegos, Mr. Hanna asked: "What steps were taken, if any, to

accordance with orders.

"There were no lights shown on the Flying Squadron on blockade, except. I believe, we did have a light on the stern of each By the Court: "Was any further effort

nade by the Flying Squadron to destroy the "None, if by 'further' you mean the action of May 31 "Was the fire of the enemy's batteries on

the list heavy enough to seriously endanger the attacking ship?" "No, sir; it was not heavy at all. The projectiles mostly fell a long ways short of us. Two, I think, passed over my ship."
"In the attack on the Colon on May 31

"Two, I think, fell near the Iowa."
"Would it have been possible for the Iowa
to coal from the Merrimac early in the afternoon of May 25?"

did any of the enemy's shot fall near the

"It would have been."
"Do you know of any reason why the ships could not get nearer the Colon on May 31?" "I know of no reason why they

"Do you know whether there is a good bank, where large vessels tered from westerly winds?

Kodaks, Raco Glasses, Thermometers, Barometers.

east of Cuba between Clenfuegos and San-

coast of Curas between thago?"

"Fairly familiar with it; yes, sir."

"Are there any positions between Clentuegos and the neighborhood of Santiago where vessels can coal in rough weather?"

"Between Clentuegos and Santiago I know of no place where they could coal in rough weather."

"Was there any period between May 26 and May 25 when the lows could not have coaled from the collier Merrimac?" "She could not have coaled from there in on the morning of the 25th when it me

MISS LEMLY FATALLY BURNED.

Sister of Judge Advocate Lemiy

death of President McKinley, on account of which the court suspended its hearing. Then Mr. Carlisle, one of the leading members of the Washington bar, died and former Judge Jeremiah M. Wilson, one of Ream Admiral Schley's attorneys, was selected as one of his pallbearers. Before Mr. Carlisle's funeral, Mr. Wilson himself, was dead. Mr. W. S. Thompson, a prominent business man who was to have been a pall bearer at Mr Wilson's funeral, dropped dead in his house on the morning of the funeral. Now the sister of Judge Advocate Lamby has met a tragic fate.

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a few days.